

## Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 2001 through 2005. The total number of traffic collisions in 2005 decreased by 0.3% from 2004, while fatal collisions increased 1.3%. Total fatalities increased 5.8% from the previous year, while the number of injuries decreased by 2%. The number of property damage collisions decreased by 0.4%.

<b>Table 1</b> <b>Idaho Traffic Collision Data and Measures of Exposure: 2001-2005</b>							
	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Total Collisions	26,090	26,477	26,700	28,332	28,238	-0.3%	2.8%
Fatal Collisions	225	230	261	240	243	1.3%	2.6%
Persons Killed (Fatalities)	259	264	293	260	275	5.8%	0.6%
Injury Collisions	9,231	9,688	9,661	9,843	9,810	-0.3%	2.2%
Persons Injured	14,021	14,762	14,601	14,734	14,436	-2.0%	1.7%
Property-Damage-Only Collisions ( >\$750)	16,634	16,559	16,778	18,249	18,185	-0.4%	3.2%
Idaho Population (thousands)	1,321	1,341	1,366	1,393	1,429	2.6%	1.8%
Licensed Drivers (thousands)	901	911	926	948	983	3.8%	3.0%
Vehicle Miles of Travel (millions)	14,299	14,303	14,400	14,825	14,969	1.0%	1.2%
Registered Vehicles (thousands)	1,247	1,331	1,316	1,386	1,421	2.5%	3.6%

Changes in the number of collisions can often be correlated with changes in state population, the number of drivers, number of registered vehicles, and the statewide Annual Vehicle Miles of Travel (AVMT). In 2005, the number of licensed drivers increased by 3.8%, the population grew by 2.6%, and the number of registered motor vehicles increased by 2.5%.

The statewide AVMT increased by 1.0% in 2005. Commercial vehicles accounted for 18% of the statewide AVMT in 2005.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2001-2005.

<b>Table 2</b> <b>Fatality and Injury Rates per 100 Million AVMT 2001-2005</b>							
	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatality Rate	1.81	1.85	2.03	1.75	1.84	4.8%	-0.6%
Injury Rate	98.06	103.21	101.39	99.39	96.44	-3.0%	0.5%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2005 U.S. fatality rate and U.S. injury rate estimates are preliminary and may change.

Figure 1  
**Traffic Fatality Rates per 100 Million Annual Vehicle Miles of Travel**  
**For Idaho and the U.S.: 1996-2005**

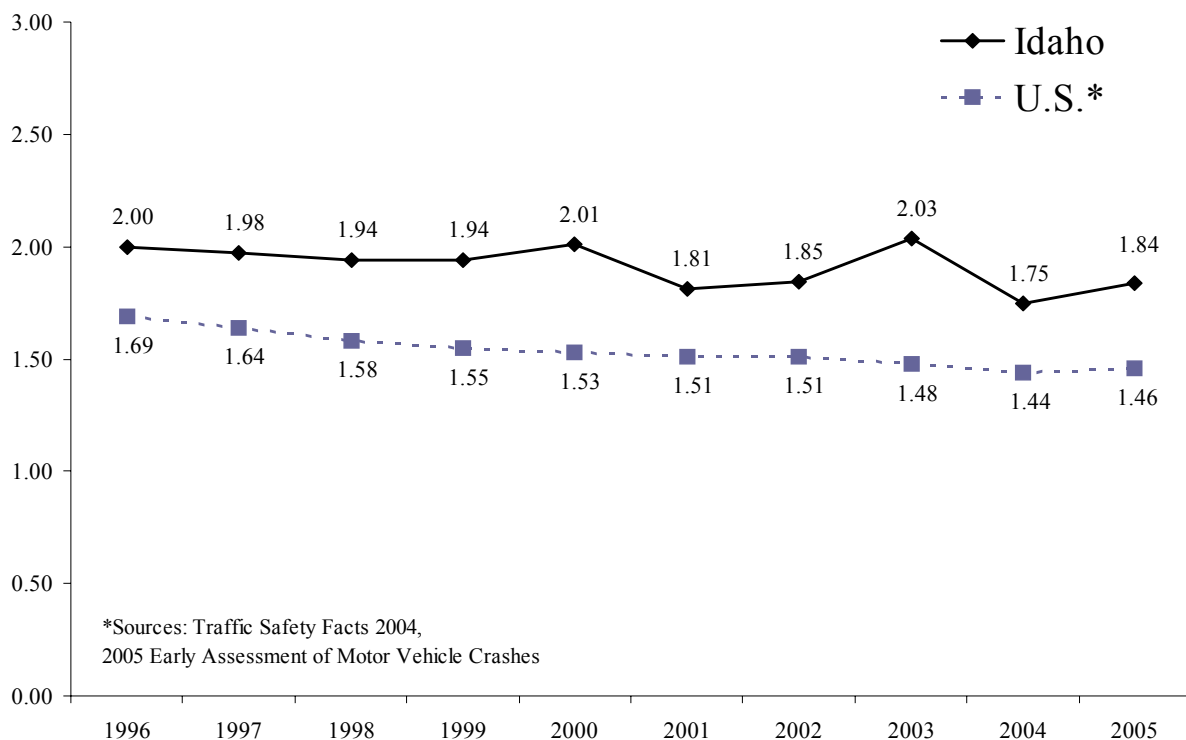
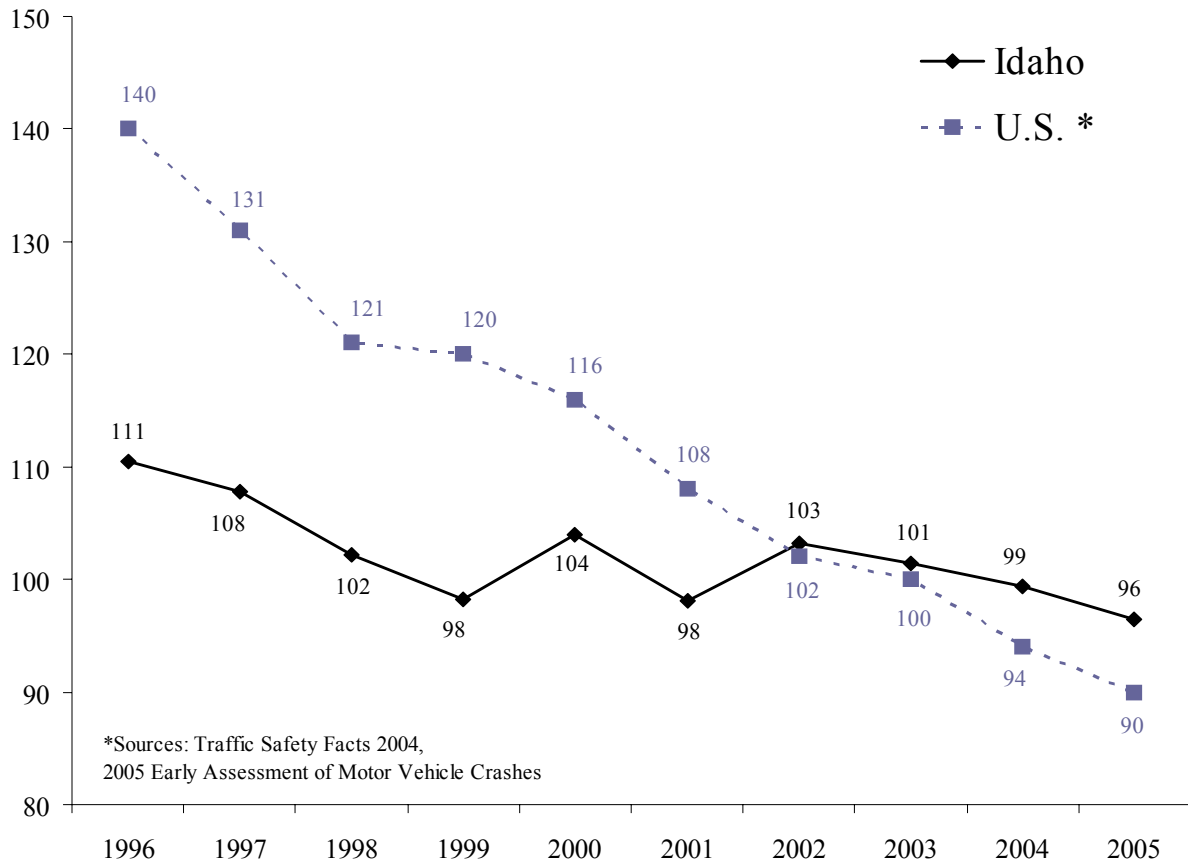


Figure 2  
**Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1996-2005**



Fatality and injury rates have varied over the past decade, but have generally decreased. Factors such as vehicle safety features, limited access highways, engineering improvements, occupant restraint usage, demographic changes and reduction in driving under the influence tend to reduce fatalities and injuries. Increases in AVMT, licensed drivers, registered vehicles, changes in reporting, and higher average speeds tend to increase the number of fatalities and injuries.

## Injury Severity

Table 3 presents the injury severity distribution among persons involved in collisions from 2001 through 2005. The number of fatalities increased to 275 in 2005.

<b>Table 3</b> <b>Injury Severity of Persons Involved in Collisions: 2001-2005</b>							
	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>Change 2004-2005</b>	<b>Avg. Change 2001-2004</b>
Fatalities	259	264	293	260	275	5.8%	0.6%
Serious Injuries	1,615	1,750	1,607	1,667	1,812	8.7%	1.3%
Visible Injuries	5,258	5,347	4,922	4,526	4,318	-4.6%	-4.8%
Possible Injuries	7,148	7,665	8,072	8,541	8,306	-2.8%	6.1%
No Injuries	52,013	52,995	53,613	56,884	55,638	-2.2%	3.1%
Unknown / Missing	1,157	1,156	812	808	932	15.3%	-10.1%
Total Persons in Collisions	67,450	69,177	69,319	72,686	71,281	-1.9%	2.5%

Fatalities are rare events and are subject to a high degree of variability, meaning they randomly go up and down.

## Economic Cost of Collisions

Table 4 gives estimated economic costs for Idaho motor vehicle collisions in 2005. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.<sup>1</sup> The cost estimates are updated to 2005 dollars using the Gross Domestic Product Implicit Price Deflator Ratio. The components of the cost estimates include productivity losses, property damage, medical costs, rehabilitation costs, travel delay, legal and court costs, emergency service costs, insurance administration costs, premature funeral costs, and costs to employers. The estimated cost of Idaho collisions in 2005 was nearly \$1.8 billion. The total cost of collisions in 2005 was \$127 million dollars more than the estimated cost of collisions in 2004 and \$73 million dollars more than the cost of collisions in 2003.

<b>Table 4</b> <b>Economic Cost of Idaho Collisions: 2005 Estimates</b>			
<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	275	\$3,321,330	\$913,365,826
Serious Injuries	1,812	\$229,938	\$416,648,109
Visible Injuries	4,318	\$45,988	\$198,574,673
Possible Injuries	8,306	\$24,271	\$201,597,083
Property Damage Only	18,185	\$2,555	\$46,460,301
<b>Total Estimate of Economic Cost</b>			<b>\$1,776,645,991</b>

In addition to the FHWA's study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of collisions. The NHTSA study not only concentrated on the costs of collisions but also who pays the costs. Table 5 is a combination of Table 22 and Table 23 from the NHTSA study, "The Economic Impact of Motor Vehicle Crashes, 2000"<sup>2</sup> and shows the source of payment distribution of collision costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

<b>Table 5</b> <b>Estimated Source of Payment for Each Motor Vehicle Crash Cost Component<sup>2</sup></b>							
	<b>Federal</b>	<b>State</b>	<b>Total Government</b>	<b>Insurer</b>	<b>Other</b>	<b>Self</b>	<b>Total</b>
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Market Productivity	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Productivity	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
<b>Percentage of Total Costs</b>	<b>6.41%</b>	<b>2.70%</b>	<b>9.11%</b>	<b>50.26%</b>	<b>14.48%</b>	<b>26.15%</b>	<b>100.00%</b>

The most significant point from the above table is that society at large picks up nearly 75% of all crash costs incurred by individual motor vehicle crash victims. These costs are passed on to the general public through insurance premiums, taxes, direct out-of-pocket payments for goods and services, and increased charges for medical care.<sup>2</sup>

## Contributing Circumstances in Collisions

Figure 12 portrays the seven most prevalent contributing circumstances recorded for fatal collisions, injury collisions, and all collisions. For every vehicle involved in a collision, the investigating officer may indicate up to three circumstances contributing to the cause of the collision.

Figure 12  
Top Seven Primary Contributing Circumstances Cited for Traffic Collisions in 2005

